



***Arizona State Association of Four Wheel Drive Clubs***  
P.O. Box 23904  
Tempe, Arizona 85282

July 22, 2018

Kerwin S. Dewberry, Forest Supervisor and Reviewing Office  
Coronado National Forest  
300 W. Congress St.  
Tucson, AZ 85701

Re: Santa Catalina Ranger District TMP (Revised)

**Objection Information**

**Objectors Name**

Rebecca Antle, Arizona State Association of Four Wheel Drive Clubs, Inc. (ASA4WDC)  
6250 N. Diamond Hills Lane, Tucson AZ 85743  
520-405-7389

**Proposed Project Information**

Proposed Project: Proposed Changes to the Santa Catalina Motorized Travel System Project

Responsible Official: Charles Woodard, District Ranger, Santa Catalina Ranger District, Coronado National Forest  
National Forest and Ranger District: Coronado National Forest, Santa Catalina  
Ranger District

I would like to submit the following objections on the Proposed Changes to the Santa Catalina Motorized Travel Management Project.

1. Objection: The FS is mandated to look at all recreation not just a select type. Appendix D – USFS Response to Public Comments Commentators list is very one sided without any comments from the motorized recreation community or the CAT process. By not considering all needs in the forest there is unfortunately a discrimination of motorized recreational use. The consultants for the USFS Response to the Public is one sided leaning heavily on closures to motorized recreation.

The Coronado National Forest had a core group in the CAT process, of which I was on for the entire process. This process took almost two years to complete. As it looks this process of involving the public from all uses of the forest was a large waste of money and the volunteers time. Very few if any of the comments were incorporated into the new management plan. This process was to help the district prepare a proposed travel management plan.

This process was very comprehensive and included all uses involved. Suggest the Santa Catalina District review these documents to help provide better explanation as to why some routes need to remain open. There was a consensus of the CAT group members on almost all of the routes in the district, that was with all user groups and leases. These included motorized recreation, Game and Fish, Forest Service representatives, organized motorized users, individual motorized users, motorcycle, bicycle, large four wheel drives, ranchers, hunters, hikers and environmentalist. There was typically consensus with all users with only one objection to any road that was suggested to remain open.

**Recommendations**

- a. Recommend reopening the comment process and look at all aspects of recreation and resource needs and motorized recreation. Propose a balance between all of these uses to provide a more balance approach to the travel management plan.



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- b. Recommend providing for new construction and new roads where it is necessary in the district.  
The previous EA proposed new road construction. This is being short sighted of the future needs for recreation and how to cope with the increased usage.
2. **Objection:** Quiet Areas are not part of the planning process and were brought up in the CAT process. The district has established a new policy regarding "Quiet Areas" as follows: *"In designating trails and areas, local agency officials must consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors (§ 212.55(b)(5)). A system of quiet use areas established outside the designation process is unnecessary."*

The Santa Catalina ranger district has a total of 259,674 acres and a total of 95,020 acres of Wilderness, that leaves 164,654 acres for multiple use public access. With the existing roads in the forest as it stands the road density is 0.7786 miles per acre. Tucson is a large population base with a large motorized recreation community, it is better to provide areas for motorized recreation, this in the long run will provide a better managed forest.

**Recommendations**

- a. Recommend removing this from future designations and reasoning or apply it to non-motorized areas.
  - b. The district caters to the non-motorized recreationalist much more than the motorized recreation user with the amount of acreage given to wilderness than to any other recreation. These areas are for quiet.
  - c. These "quiet areas" are provided de-facto wilderness areas and that is not in compliance with the travel management plan. Wilderness areas are the least important issue when access is dwindling we certainly do not need to incorporate more areas of deigned access. "Quiet recreation" can use the wilderness and Inventoried Roadless Areas (IRA) as the motorized access is dwindling and the vehicles are increasing. But if roads exist in the IRA's that provide for a small fraction of motorized recreation they should be left open. These roads provide access for those seeking "Quiet Recreation" whether they be motorized or non-motorized.
  - d.
3. **Objection:** The purpose of this plan was to provide for recreation and access. Motorized recreation has increase substantially in the last 30 years and that needs to be taken into consideration. The following statement does not address the need for increased use. the previous EA addressed new roads and construction of roads as part of the process. And states in Section 212.54 *"...New routes may be considered and added to the system following involvement and site specific environmental analysis."* Also, in that section: *"...final rule will allow for revisions to designations to reflect changes in environmental conditions, recreation demand, and other factors identified through monitoring pursuant to § 212.57 of the final rule. These revisions may include additions to the system of designated routes, as well as route closures. New motor vehicle routes can be planned, constructed, and designated after appropriate public involvement and environmental analysis."*

*"The purpose and need of this project is based on the need to change management to conform to the Travel Management Rule by providing a system of roads, trails, and areas designated for motor vehicle use on the Coronado National Forest, Santa Catalina Ranger District (36 CFR 212.50) that will minimize impacts to natural and cultural resources. The proposed actions are necessary to address unacceptable resource damage created by increased motorized use across the district over the last 30 years."*

**Recommendations**

- a. Recommend to reopen the comment process and look at all aspects of recreation and resource needs and motorized recreation. Propose a balance between all of these uses to provide a more balance approach to the travel management plan.



## ***Arizona State Association of Four Wheel Drive Clubs***

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- b. Recommend providing for new construction and new roads where it is necessary in the district. The previous EA proposed new road construction. This is being short sighted of the future needs for recreation and how to cope with the increased usage.
- c. Several recommendations were submitted during the CAT process, two of which are attached below. These are necessary changes that need to be considered.

### **Proposals:**

#### **Redington Area – Three Ponds Proposal**

The following is the proposal that was given to the district during the CAT process keep access to the Three Ponds Area in Redington. We know that this is a very popular area for the motorized and non-motorized community.

If you close off a “water feature” to people who have always had access to it, there will be more damage as people try to get back to it.

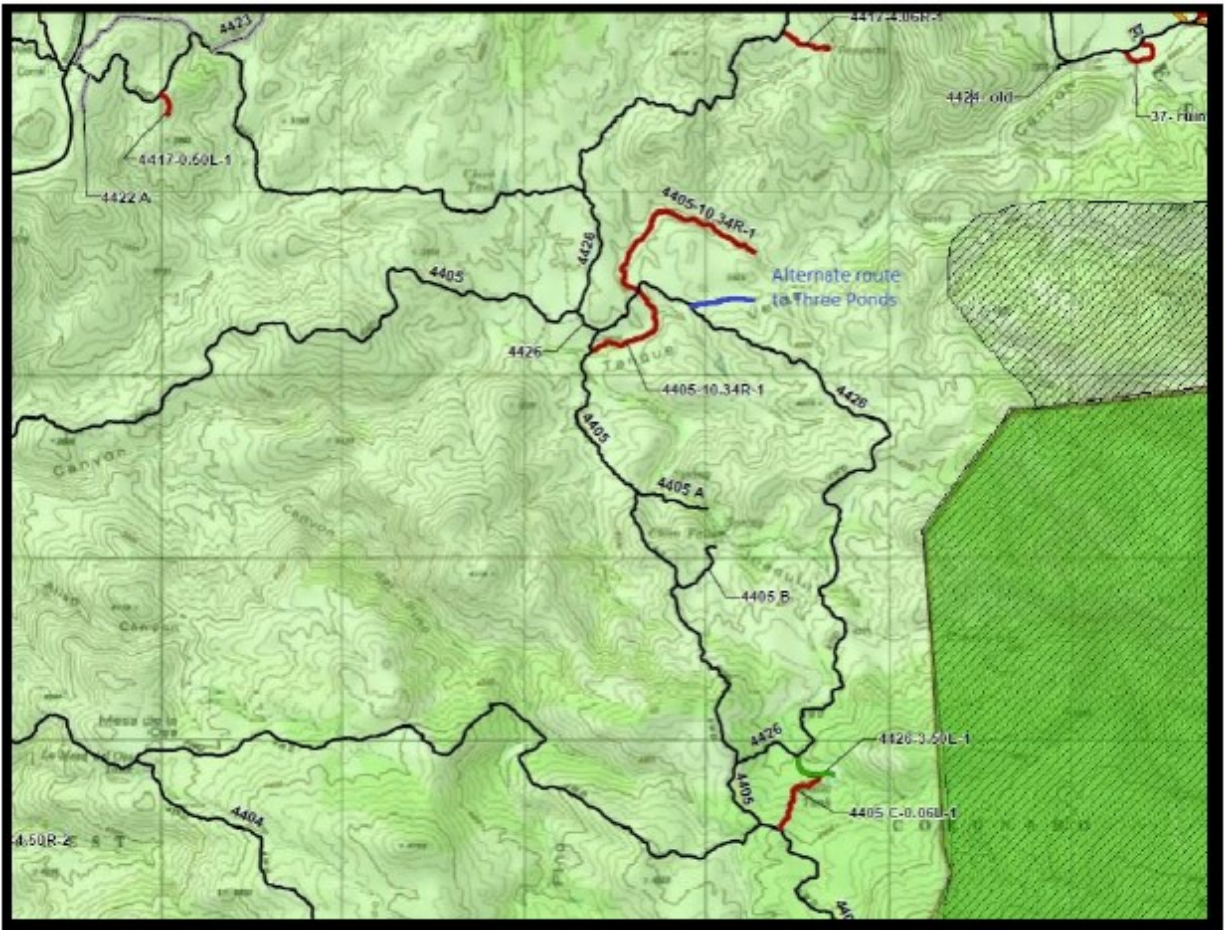
#### **Proposal during the CAT Process**

*“I would like to propose to the FS that they provide a road to a parking area for “Three Ponds” location off Route 4426 east of the 4405-10-34R-1 and 4426 intersections (see attached file Three Ponds). The route could access a parking area off an actual 4 Wheel Drive road, currently shown on the map but not numbered as a system road. This road is existing and could with little work become an access point to this area.*

*The closure of this area would be a huge loss to those of us who seek a cooler place to go to when we actually have a little water in Arizona.”*



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### **Charloulleau Gap Proposal**

The following is the proposal for Charloulleau Gap area on the Oracle side that was given to the district to be included in the CAT process.

We need to secure the access to this area, not only for our motorized users but also for the agency in case of fire or another emergency in the area.

*"As far as road 7705, at the moment there isn't a half mile section of road that connects Dodge Tank to the road 4487. This was a recommendation for the Forest Service to look at. The forest service would have to build a short section of road. We could recommend that in place of the new road that was proposed to be built at Pig Springs, that not many were in favor of, that this one be built instead."*

*Please see attached files, Dodge Tank 1, 2 and 3.*

*These jpgs were taken from Google Earth today. The Google maps show more roads than what is on the FS maps. Granted in a couple of places the roads look like washes, but that is where roads were built for accessibility. These roads should be shown on the maps whether they are to stay open or not.*

Photo #1

Road not shown on  
FS map

Road 7705

End of road (per  
FS) doesn't not  
show entire road





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Photo #2

C-Gap Road  
736

Dodge Tank - road  
not shown on FS  
map



Photo #3

Road 4487

Road 4487 (foot  
trail)

Build a  
connector road  
from 7705 to  
4487



- d. Some new roads do need to be considered in the district for access in areas which do not have current access and to provide permanent access where it is necessary.



## *Arizona State Association of Four Wheel Drive Clubs*

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- e. Arizona State Land Department proposed during the CAT process to have the district look at acquiring access across some of the state that is adjacent to the forest. These are necessary changes that should be implemented. Unneeded routes should be looked at carefully. When removing any routes, the impact will be greater on the remaining routes. Leaving more routes open will also help with recreation in the future.
  - f. Maintenance of level 2 roads does not necessarily need to be done as often as other level roads. Look at more volunteer partnerships to keep roads passable. Not all roads need to be accessible by passenger car and we would prefer they weren't there is less impact if incapable vehicles do not access all roads.
  - g. The Forest Service needs to look at what might be required in the future for roads. Consider Administrative level instead of closing the routes. These routes could be opened in the future as needed for growth.
  - h. Consider adding standards for performing maintenance. Look at road maintenance agreements with government agencies and private organizations to supplement Forest Service funded maintenance. Consider grants for some road maintenance, when applicable. Road maintenance needs to be done for water damage, but the roads do not need to be bladed smooth.
  - i. Primary purpose of the road system is to provide access to the forest and should be identified in the management process. This access isn't just for hunting, fishing and fire access, the public also requires access to the forest for backcountry touring, camping, socializing, hiking, biking and other multi use activities. Look at developing partnerships with organizations for road maintenance, consultation and public outreach.
  - j. The general public needs access to our public lands. With the growing population and the growing use of off highway vehicles the need to keep our forest open to public access is going to be a bigger concern in the future.
4. Objection: Closure of roads that were inventoried, signed and published in a document that was paid for by OHV funds administered through Arizona State Parks grant fund. These routes need to remain on the district for a minimum of 25 years to be in compliance with the grant requirements. The grants were issued in 2000 and 2000 and totaling \$547,050. This is public monies that require routes to be open a minimum of 25 years. The Redington Pass Backcountry Touring Area map shows the routes that were to be open under this grant. The map also shows the 50" roads/trails that were to be installed as connector trails to bypass the main road and was printed in 2005. These should be shown on the MVUM and clearly designated.

This was grant money for a public project and could be subjected to reimbursement from the agency to the OHV Grant Fund.

The following trails are published in the Redington Backcountry Touring Guide, inventoried and published in 2005 with an OHV grant through Arizona State Parks granted in 2000 with a cost of \$361,044. The following routes are included in the publication: 36, 36A, 654, 801, 4405, 4405A, 4405B, 4405C, 4409, 4417, 4424, 4425, 4426, 4426A, 4430, 4431, 4431A, 4435, 4436, 4437, 4438, 4441, 4442

### Recommendations:

- a. Re-evaluate all the routes that were part of the grant projects and leave open to motorized travel.
- b. Include all of these routes as part of the proposed travel management.





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c.

The following are our comments that were submitted in the CAT process and to the district in the draft planning process to the TMP Proposed Plan:

Route #	Comments to TMP Designations	Recommended Designation	Reason for Objection
38-9.91L-1	Do not decommission this route, retain for a challenge, with a "rooky" filter at the beginning to only allow vehicles that are capable of the challenge, organized 4 wheel drive clubs will help with the maintenance. This route could be considered a technical challenge.	NFSR – Open to all vehicles	Leave this route open for a challenge. Allowing this type of use is important for recreation users and provides a challenge and may keep users on the roads. These ML2 roads can be maintained under the MOU with the Coronado NF. This route was suggested to stay open by the CAT team for recreation
625	Do not decommission this route, should be left if it is a bypass for camping or hunting	NFSR – Open to all vehicles	This route was suggested to stay open by the CAT team for recreation
625A	If this route replaces 625 it should become a loop	NFSR – Open to all vehicles	Make this route a loop to replace route 625 if it is to be decommissioned
642-1.18L-1	Do not decommission route should be closed to protect historic area, but route to the north needs to be open to allow public access to this area which has a very high use. Recommend the designation be changed to open to all vehicles. Routes that are in the IRA's can stay.	NFSR – Open to all vehicles	A route can stay in an IRA if it was there prior to designation
642-2.03L-1	Do not decommission this route could be closed if an access is provided around it to keep the public on the trail. Due to the proximity to Catalina it will be difficult to keep this area close	NFSR – Open to all vehicles	This route was suggested by the CAT to stay open and is close to public access and will be difficult to keep closed
642-2.06L-1	Do not decommission this route could be closed if an access is provided around it to keep the public on the trail. Due to the proximity to Catalina it will be difficult to keep this area closed	NFSR – Open to all vehicles	This route was suggested by the CAT to stay open and this route is close to public access and will be difficult to keep closed
736	Route 736 main road through Charouleau Gap. Recommend FS look at purchasing the section through private property at the north end of 736 to provide permanent access.		This permanent access will provide all recreation users access to the Gap and permanent access for emergency fire vehicles.
736-14.35L-1	Do not decommission, retain for a challenge, with a "rooky" filter at the beginning to only allow vehicles that are capable of the challenge. This route could be considered a technical challenge. Recommend the designation be changed to open to all vehicles.	NFSR – Open to all vehicles	Leave this route open for a challenge. Allowing this type of use is important for recreation users and provides a challenge and may keep users on the roads. These ML2 roads can be maintained under the MOU with the Coronado NF
736-16.24L-1	Do not decommission this route consider keeping this route as an extension to 640, is a good four wheel challenge and a loop route.	NFSR – Open to all vehicles	Loop roads are important and for connectivity and keep users on designated routes





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Route #	Comments to TMP Designations	Recommended Designation	Reason for Objection
	Loop roads are needed for long connectivity and recreation. This route could be considered a technical challenge. Recommend the designation be changed to open to all vehicles.		
736-3.25L	Do not decommission this road. The route is not shown and should be retained as it is an important by pass. Recommend adding this route as a NFSR route and designated as "restricted to administrative or permitted use only." If it is needed as a bypass for the public, it can be opened in the future.	NFSR – Open to all vehicles	The ASA4WDC and the Tucson Rough Riders have been asking the FS to look at alternative routes in this area. This is an important route for future use, leave this road open for restricted to administrative
807A	Recommend leaving open for access of modified vehicles. If route remains open, it can be maintained by organized 4 wheel drive clubs to be passable in case of emergency. Use "rookie filter" to keep the stock vehicles out of this area. This route could be considered a technical challenge.	NFSR – Open to all vehicles	Leave this route open for a challenge. Allowing this type of use is important for recreation users and provides a challenge and may keep users on the roads. These ML2 roads can be maintained under the MOU with the Coronado NF
833-7	Leave open for dispersed camping, area is already developed that way for hunting, motorized camping and quiet recreation.	Leave open for dispersed camping	Dispersed camping is necessary in this area for all recreation uses, sightseeing, hiking and hunting. Leave areas that are already disturbed as designation campsites.
833-9	Leave open for dispersed camping, area is already developed that way for hunting, motorized camping and quiet recreation.	Leave open for dispersed camping	Dispersed camping is necessary in this area for all recreation uses, sightseeing, hiking and hunting. Leave areas that are already disturbed as designation campsites.
833-12	Leave open for dispersed camping, area is already developed that way for hunting, motorized camping and quiet recreation.	Leave open for dispersed camping	Dispersed camping is necessary in this area for all recreation uses, sightseeing, hiking and hunting. Leave areas that are already disturbed as designation campsites.
833-14	Leave open for dispersed camping, area is already developed that way for hunting, motorized camping and quiet recreation.	Leave open for dispersed camping	Dispersed camping is necessary in this area for all recreation uses, sightseeing, hiking and hunting. Leave areas that are already disturbed as designation campsites.
4400	Leave open for access to hiking trails and access to the wilderness boundary with some dispersed camping, area is already developed that way for hunting, motorized camping and quiet recreation.	NFSR – Open to all vehicles	Leave open for access to existing hiking trails and quiet recreation. Little access is available to the wilderness boundary.



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Route #	Comments to TMP Designations	Recommended Designation	Reason for Objection
4307-0.05R-1	Do not decommission this route should remain as it provides access to an area that is used for camping and staging of horses. Recommend this route remain to provide access to the Wilderness for all uses.	NFSR – Open to all vehicles	This route was suggested to stay open by the CAT team for recreation
4405A	Do not decommission this route is designated in the Redington Pass Backcountry Touring Area Guide printed with OHV Grant Money. If this road is to be decommissioned or change designation the money for the grant may have to be paid back to the Arizona State Parks OHV fund for the grant that was received, as the route needs to stay for 25 years as per the agreement with the grant. Recommend the designation be changed to open to all vehicles.	NFSR – Open to all vehicles, required to remain for 25 years	This is one of the routes that is designed in the Redington Pass Backcountry Touring Area Guide (attached below). It was inventoried and published in the brochure under an AZ State Parks OHV Grant. This grant is user based monies to provide recreation designated recreation areas.
4405C	Do not decommission this route is designated in the Redington Pass Backcountry Touring Area Guide printed with OHV Grant Money. If this road is to be decommissioned or change designation the money for the grant may have to be paid back to the Arizona State Parks OHV fund for the grant that was received, as the route needs to stay for 25 years as per the agreement with the grant. Recommend the designation be changed to open to all vehicles.	NFSR – Open to all vehicles, required to remain for 25 years	This is one of the routes that is designed in the Redington Pass Backcountry Touring Area Guide (attached below). It was inventoried and published in the brochure under an AZ State Parks OHV Grant. This grant is user based monies to provide recreation designated recreation areas.
4405.4 50R-1	If this route is to be closed to the public it should also be closed to the permittee, only one access should be allowed for all and not an exclusive private access to the forest for the permittee. This trail is providing exclusive private access from the Tanque Verde Ranch (private property) to the forest for commercial enterprises. Possible route extension to the main road could be considered for permittee and public access. The commercial enterprises should use the same roads as the recreational users. This route was converted to a foot trail in the Redington Pass Backcountry Touring Area Guide printed with OHV Grant Money. Recommend the designation be changed to open to all vehicles.	NFSR – Open to all vehicles or only hiking	These routes were changed to hiking trails and should remain that way. Leaving these for administrative is allowing only commercial uses.



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Route #	Comments to TMP Designations	Recommended Designation	Reason for Objection
4405.4 50R-4	If this route is to be closed to the public it should also be closed to the permittee, only one access should be allowed for all and not an exclusive private access to the forest for the permittee. This trail is providing exclusive private access from the Tanque Verde Ranch (private property) to the forest for commercial enterprises. Possible road extension to the main road could be considered for permittee and public access. The commercial enterprises should use the same routes as the recreational users. This route was converted to a foot trail in the Redington Pass Backcountry Touring Area Guide printed with OHV Grant Money. Recommend the designation be changed to open to all vehicles.	NFSR – Open to all vehicles or only hiking	These routes were changed to hiking trails and should remain that way. Leaving these for administrative is allowing only commercial uses.
4405-10.34R-1	Recommend revising the access to this area. A proposal was made during the CAT process to add a parking area near the ponds to provide a location to hike from. Recommend adding a route to a parking area for “Three Ponds” location from Route 4426 the east of the 4405-10.34R-1 and 4426 intersections (see attached file Three Ponds). The route could access a parking area off an actual 4 Wheel Drive road, currently shown on the map but not numbered as a system road. This route is existing and could with little work become an access point into this area.  The closure of this area would be a huge loss to those of us who seek a cooler place to go to when we have a little water in Arizona.  Refer to proposal attached at the end,	NFSR – Open to all vehicles	This access to the ponds is very important to recreation users, it provides for a great place to sit and enjoy a picnic. The loss of this area to water for the public during the warmer months is a large draw. It will be difficult to maintain a closure due to the amount of traffic and the draw of the water feature. Refer to proposal below. Work with the major recreation users also to find a solution to keep this area accessible to all uses.
4409	Route not shown on map, add as NFSR open to all vehicles. This route is designated in the Redington Pass Backcountry Touring Area Guide printed with OHV Grant Money. If this road is to be decommissioned or change designation the money for the grant may have to be paid back to the Arizona State Parks OHV fund for the grant that was received, as the route needs to stay for 25 years as per the agreement with the grant. Recommend the designation be changed to open to all vehicles.	NFSR – Open to all vehicles, required to remain for 25 years	This is one of the routes that is designed in the Redington Pass Backcountry Touring Area Guide (attached below). It was inventoried and published in the brochure under an AZ State Parks OHV Grant. This grant is user based monies to provide recreation designated recreation areas.



**Arizona State Association of Four Wheel Drive Clubs**  
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Route #	Comments to TMP Designations	Recommended Designation	Reason for Objection
4426A	Route not shown on map, add as NFSR open to all vehicles. This route is designated in the Redington Pass Backcountry Touring Area Guide printed with OHV Grant Money. If this road is to be decommissioned or change designation the money for the grant may have to be paid back to the Arizona State Parks OHV fund for the grant that was received, as the route needs to stay for 25 years as per the agreement with the grant. Recommend the designation be changed to open to all vehicles.	NFSR – Open to all vehicles, required to remain for 25 years	This is one of the routes that is designed in the Redington Pass Backcountry Touring Area Guide (attached below). It was inventoried and published in the brochure under an AZ State Parks OHV Grant. This grant is user based monies to provide recreation designated recreation areas.
4430	If this route is to be closed to the public it should also be closed to the permittee, only one access should be allowed for all and not an exclusive private access to the forest for the permittee. This route was converted to a foot trail in the Redington Pass Backcountry Touring Area Guide printed with OHV Grant Money. If this route is to be decommissioned or change designation the money for the grant may have to be paid back to the Arizona State Parks OHV fund for the grant that was received, as the route needs to stay for 25 years as per the agreement with the grant. Recommend the designation be changed to open to all vehicles.	NFSR – Open to all vehicles, required to remain for 25 years	This is one of the routes that is designed in the Redington Pass Backcountry Touring Area Guide (attached below). It was inventoried and published in the brochure under an AZ State Parks OHV Grant. This grant is user based monies to provide recreation designated recreation areas.
4431	Recommend that this route be retained as a ML2 and open to all vehicles.	NFSR – Open to all vehicles	This is one of the routes that is designed in the Redington Pass Backcountry Touring Area Guide (attached below). It was inventoried and published in the brochure under an AZ State Parks OHV Grant. This grant is user based monies to provide recreation designated recreation areas.
4431 - Reroute	Recommend this route be a ML2 and open to all vehicles. It is not shown on the maps and should be. If the process needs NEPA that can be addressed after the TMP is finished. But retain this route for possible inclusion in the future.	NFSR – Open to all vehicles	Recommend this route be shown on the map and be considered as a ML2.
4441 – Agua Caliente Hill	Route not shown on map and is designated in the Redington Pass Backcountry Touring Area Guide printed with OHV Grant Money. Recommend showing on map as open to all vehicles. If not shown it could result in the money for the grant may have to be paid back to the Arizona State Parks OHV fund for the grant that was received, as the route needs to stay for 25 years as per the agreement with the grant.	NFSR – Open to all vehicles, required to remain for 25 years	This is one of the routes that is designed in the Redington Pass Backcountry Touring Area Guide (attached below). It was inventoried and published in the brochure under an AZ State Parks OHV Grant. This grant is user based monies to provide recreation designated recreation areas.





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Route #	Comments to TMP Designations	Recommended Designation	Reason for Objection
	Recommend the designation be changed to open to all vehicles.		
4442	Route not shown on map and is designated in the Redington Pass Backcountry Touring Area Guide printed with OHV Grant Money. Recommend showing on map as open to all vehicles. If not shown it could result in the money for the grant may have to be paid back to the Arizona State Parks OHV fund for the grant that was received, as the route needs to stay for 25 years as per the agreement with the grant. Recommend the designation be changed to open to all vehicles.	NFSR – Open to all vehicles	This is one of the routes that is designed in the Redington Pass Backcountry Touring Area Guide (attached below). It was inventoried and published in the brochure under an AZ State Parks OHV Grant. This grant is user based monies to provide recreation designated recreation areas.
4443	Do not change to restricted leave as NFSR open to all vehicles. This route is designated in the Redington Pass Backcountry Touring Area Guide printed with OHV Grant Money. If this road is to be decommissioned or change designation the money for the grant may have to be paid back to the Arizona State Parks OHV fund for the grant that was received, as the route needs to stay for 25 years as per the agreement with the grant. Recommend the designation be changed to open to all vehicles.	NFSR – Open to all vehicles, required to remain for 25 years	This is one of the routes that is designed in the Redington Pass Backcountry Touring Area Guide (attached below). It was inventoried and published in the brochure under an AZ State Parks OHV Grant. This grant is user based monies to provide recreation designated recreation areas.
4458-1.16R-1	Do not decommission this route retain it to provide a loop from 4467 to 4458. Can be used for multiple use and as an alternate for ATV use off the main road. Recommend the designation be changed to open to all vehicles.	NFSR – Open to all vehicles	Can be used for an alternate for ATV use off the main road.
4467	Would suggest that part of 4467 be used to connect to 4458-1.16R-1-	NFSR – Open to all vehicles	Recommend this route be open to all vehicles and become a connector route.
4477	If this route is to be closed to the public then it should also be closed to the permittee, only one access should be allowed for all and not an exclusive private access to the forest for the permittee.	NFSR – Open to all vehicles	This route should not be an exclusive route for private property
4487 Extension	Extend the new 4487 extension to the 4487 foot trail and make the foot trail a multi-use route. This will allow a connection to the Dodge Tank road #7705 for replacement of the Charouleau Gap entrance to avoid private property and allow access to the forest	NFSR – Open to all vehicles	Suggest converting section of road to multi use for replacement of the Gap entrance road if 7705 isn't feasible
4487 Foot Trail	Retain this route for the extension and replacement of the Charouleau Gap entrance to avoid private property and allow access to the forest	NFSR – Open to all vehicles	Recommend this route be looked at for a possible extension of the Charouleau Gap Road




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7705	A proposal was made to the FS during the CAT process to retain this for the extension and replacement of the Charouleau Gap entrance to avoid the private property and allow access to the forest. The connection from route 7705 is less than a half mile that needs to be constructed to connect from Dodge Tank to the road 4487. This was a recommendation for the Forest Service to look at. The forest service would have to build a short section of road. Refer to proposal attached at the end.	NFSR – Open to all vehicles	This route was recommended to be considered as an alternative to the existing entrance to the Gap stay open by the CAT team for recreation. Refer to Objection #3c.
Hidden Spring	Provides access to Forest, route pre-dates wilderness then should be open to the public, consider vehicle class restrictions	NFSR – Open to all vehicles	This route was suggested to stay open by the CAT team for recreation

Please consider these objections and comments.

Thank you for the opportunity for our concerns to be heard.

  
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